

OPEN MEETING

MEMORANDUM

TO: THE COMMISSION

FROM: Utilities Division

DATE: November 1, 2022

RE: IN THE MATTER OF ELECTRIC VEHICLES, EV INFRASTRUCTURE, AND
THE ELECTRIFICATION OF THE TRANSPORTATION SECTOR IN
ARIZONA. (DOCKET NO. E-00000A-21-0104)

SUBJECT: UNS ELECTRIC, INC.'S COMPREHENSIVE TRANSPORTATION
ELECTRIFICATION IMPLEMENTATION PLAN AND BUDGET

INTRODUCTION

Enclosed are the Commission Staff's memorandum and proposed order for UNS Electric, Inc.'s Comprehensive Transportation Electrification Implementation Plan and Budget (Docket No. E-00000A-21-0104). This is only a Staff recommendation to the Commission; it has not yet become an order of the Commission. The Commission may decide to accept, amend or reject Staff's proposed order.

You may file comments to the recommendations of the proposed order by efilings at <https://efiling.azcc.gov/> or filing an original and the appropriate number of copies in accordance with the Filing Requirements available at <http://azcc.gov/hearing/docket-control-center-filing-requirements>, with the Commission's Docket Control on or before: **November 8, 2022**.

This matter may be scheduled for Commission deliberation at its Open Meetings scheduled **November 9, 2022, and November 10, 2022**.

If you have any questions about this matter, please contact Cameron Nance of our Staff at (602) 542-4227, or Elijah Abinah, Director, at (602) 542-6935.

BACKGROUND

On June 1, 2022, UNS Electric, Inc. ("UNS" or "Company") filed its comprehensive Transportation Electrification Implementation Plan ("TEIP") and Budget, as required by Decision No. 78383 (December 28, 2021).

The Arizona Corporation Commission ("Commission") adopted a policy statement on Electric Vehicles ("EV"), EV Infrastructure, and the Electrification of the Transportation Sector

in Arizona (Decision No. 77044) and directed Commission Staff (“Staff”) to develop an Implementation Plan for the Policy. In Decision No. 77289 (July 19, 2019),¹ the Commission adopted Staff’s plan² which required regulated public service corporations, including UNS, to coordinate and jointly develop, with stakeholder input, a long-term comprehensive TEIP for Commission review and approval. On April 30, 2021, the Commission opened a new Docket No. E-00000A-21-0104 to specifically consider EVs and associated issues in a docket separate from the Energy Rules Proceeding.

Decision No. 78383 approved the 2021 TEIP³ and required UNS to file a new TEIP and associated budget for Commission review and approval by June 1, 2022.

Decision No. 78383 requires that UNS’s new TEIP be developed with the input of a stakeholder collaborative, address key barriers to EV adoption, and provide offerings to serve low-income customers, single-family dwellings, multi-family dwellings, commercial customers, industrial customers, public highway corridors, and public fleets. Decision No. 78383 also requires that UNS’s TEIP should anticipate and prepare for the achievement of the “High Adoption Scenario” described in the 2021 TEIP and be designed to:

- Provide benefits to electric utility ratepayers and electric vehicle drivers.
- Improve the electrical system’s efficiency, the integration of variable resources, the system’s operational flexibility and utilization of the system during off-peak hours.
- Increase access to the use of electricity as a transportation fuel, including among hard-to-reach customer segments and markets.
- Spur innovation, competition and increased consumer choices in transportation electrification and related infrastructure and services.
- Contribute to meeting air quality standards and minimizing air emissions, including greenhouse gases.
- Foster private market investment.
- Provide for sufficient stakeholder engagement and public reporting.
- Educate electric utility ratepayers on the benefits of electrified transport.
- Be reasonable and prudent, as determined by the Commission.

¹ See Docket No. RU-00000A-18-0284.

² See Decision No. 77289, *Arizona Corporation Commission Staff Implementation Plan for the Electric Vehicles, Electric Vehicle Infrastructure, and the Electrification of the Transportation Sector in Arizona Policy Statement*.

³ The 2021 TEIP was submitted for Arizona Public Service Company (“APS”), Tucson Electric Power Company (“TEP”) and UNS.

UNS's 2022 Comprehensive Transportation Electrification Implementation Plan

Minimum vs High Adoption Rate Standard

UNS states that Decision No. 78383 approved the 2021 TEIP's medium adoption scenario and that the Company's 2022 TEIP likewise presumes a Medium Adoption Rate ("MAR"). UNS asks that the Commission adopt a finding that the activities and programs therein contribute to the achievement of the medium adoption scenario of 1,076,000 light-duty EVs (6,600 in UNS's) territory by 2030.

Staff notes that the 2021 TEIP is premised on the MAR and was approved by the Commission as filed in that respect. However, Staff points out that Decision No. 78383 requires that at a minimum, future plans should anticipate and prepare for the achievement of the "High Adoption Rate" ("HAR") scenario described in the 2021 TEIP, consistent with requests by stakeholders arising from the TEIP workshop.⁴

The difference between the HAR, which requires that 20 percent of Arizona's total light duty vehicles are electrified by 2030 (equaling approximately 1.479 million EVs) and the MAR, which requires 1.076 million EVs by 2030, is slightly over 400,000 EVs.

UNS's 2022 Plan Details

UNS's TEIP objectives include:

- Dissemination of information on EV benefits, functionality, use and operations through a variety of channels and means to reach a diverse customer base.
- Reduction of financial and technical barriers to EV adoption.
- Completion of grid planning studies to properly assess EV loads and minimize grid impacts.
- Development of unique partnerships to deliver the benefits of transportation electrification to all UNS customers.
- Development of intentional EV solutions for low to moderate income customers.
- Activation of 150 charging ports over three years.

UNS states that the TEIP's benefits include a statewide reduction of greenhouse gas emissions, reductions in maintenance and operating costs to EV drivers, lower costs for UNS to serve the new EV load than the additional revenue UNS would receive from the sale of electricity, and a focus on ensuring charging occurs during off-peak periods.

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Customer Outreach, Education, and Awareness

UNS proposes to support customer awareness of the benefits of transportation electrification and options by tailoring messaging via customer segmentation data and plans to develop a new EV microsite for residential and non-residential customers. The Company is proposing a three-year budget in the total amount of \$45,000 for Customer Outreach, Education, and Awareness program expenses with \$15,000 each year for three years.

Residential and Commercial Customer Electric Vehicle Adoption

UNS proposes the following programs for customers:

- **Residential Existing Homes (Standard Use Case)** – UNS expects 50 participants over three years and proposes to continue its Smart Home EV incentive for the installation of networked or non-networked chargers in existing homes. Customers are eligible for up to a \$500 incentive.
- **Residential Existing Home (Low to Moderate Income “LMI” Case)** – UNS expects 20 participants over three years and proposes an incentive of \$800 toward networked or non-networked chargers and a \$300 panel upgrade allowance in existing homes.
- **Residential EV Rate Plan** – UNS proposes implementation of two residential rates that mirror those offered by TEP which were approved by the Commission.
 - a. Super Off-Peak Time-of-Use EV Plan
 - b. Super Off-Peak Demand Time-of-Use EV Plan
- **Commercial EV Program (Workplace, Retail, Fleets and Multifamily)** – UNS expects 60 ports over three years. UNS proposes providing customers with a per port incentive of \$1,200 for Level 2 chargers and \$12,000 for Direct Current Fast Charge (“DCFC”) chargers.
- **LMI/Non-Profit Use Case** – UNS proposes providing customers with a per port incentive of \$2,000 for Level 2 (“L2”) chargers and \$15,000 for DCFC chargers. UNS further proposes to provide LMI projects with an incentive to cover 100 percent of costs, capped at \$3,000 per L2 port.
- **Public Transit Program** – UNS expects to support five buses over three years to support the transition of public transit fleets to zero emission busses. UNS proposes to offer the incentive structure shown in Table 1:

Table 1

Charger Power Output	Per Port Incentive
Up to 62 kW	\$40,000
Up to 100 kW	\$65,000
Up to 150 kW	\$75,000

- **Commercial EV Rate Plans** – UNS proposes implementation of one stand-alone DCFCX charging rate and two riders, commercial sub-metered and stand-alone SGS charging, all of which mirror EV charging rates previously approved by the Commission for TEP.
 - a. Stand-Alone EV Charging
 - b. Small General Service EV Charging
 - c. Submetered EV Charging

UNS proposes total budgetary expenditures for Residential and Commercial Customer EV Adoption, as shown in Table 2.

Table 2

Customer Type	Year 1	Year 2	Year 3	Total
Residential Rebates	\$0	\$21,000	\$26,500	\$47,500
Commercial Rebates	\$0	\$353,000	\$428,000	\$781,000
Total Rebates	\$0	\$374,000	\$454,500	\$828,500

Program Administration

UNS plans to leverage existing resources where possible and add new full-time staff resources to administer its TEIP. Where appropriate, the Company will enlist support from third-party experts for program administration. In addition, the implementation of the TEIP offerings will trigger in-house information technology costs such as rate integration into billing systems and website hosting fees.

UNS proposes budgetary expenses for Program Administration in the amount of \$405,000 over three years.

Stakeholder Engagement

UNS states it will hold quarterly (or more often as needed) collaborative meetings to solicit stakeholder feedback and provide stakeholders with updates and progress reports on the Company's TEIP activities.

Portfolio Management

UNS requests the flexibility to shift up to 50 percent of each program budget across another program to adjust to the market needs and maximize benefits which may result in a particular program budget exceeding its budget estimate. As currently approved by the Commission for

Demand-Side Management (“DSM”) programs, the Company requests that TEIP expenditures above five percent of the total budget shall still be considered prudent. The Company also proposes to set aside 30 percent of the commercial and residential program budgets for LMI customers. Should the Company need to shift budget dollars across portfolios to meet market needs and emerging trends, the Company commits to retaining 30 percent set aside for LMI customers as calculated as an overall budget and not at the program level.

Reporting

UNS proposes to provide an Annual Progress report to be filed July 15 of each plan year. This report will include and replace the reporting requirements associated with the Statewide TEIP and Fleet Electrification Status Update as required by Decision No. 78383 and include and replace the reporting requirements of Decision No. 77289. The metrics tracked in the annual report will mirror the metrics the Company reported in its Semi-Annual Progress Report filed with the Commission on March 15, 2022.

Cost Recovery (Accounting Order)

UNS states that pursuant to the Commission Decision No. 77289 (July 19, 2019), that it requests that the Commission approve an accounting order authorizing the deferral of costs related to the Company’s Transportation Electrification (“TE”) and EV programs and offerings until such costs can be considered in a future general rate case proceeding.

UNS’s Proposed Electric Vehicle Tariffs

UNS proposes five new EV tariffs to further implementation of its TEIP, as discussed below:

1. Residential EV Charging Super Off-Peak (ERSOTE) (Attachment 1)

UNS proposes a plan for residential EV customers that will offer comparatively lower energy charges during most of the day and on weekends and major holidays, but higher rates during on-peak hours. UNS’s plan is available throughout its entire service area and is applicable to all single-phase residential electric service in individual private dwellings and individually metered apartments where all service is supplied at one point of delivery and energy is metered through one meter. The service is not applicable to resale, breakdown, temporary, standby, auxiliary service or service to electrical equipment that causes excessive voltage fluctuations. UNS states that customers must have a qualified highway approved battery EV or plug-in hybrid EV.

UNS requires customers to stay on this rate for a minimum of one year. UNS states that the character of the service shall be single-phase, 60 Hertz, and at one standard nominal voltage. UNS proposes a monthly recurring charge of \$12.00 and the following rates:

Table 3

Energy Charges (per kWh⁵)	
0-400	\$0.036700
401 +	\$0.042700

Power Supply Charge

UNS proposes a seasonal power supply charge per kilowatt-hour (“kWh”) as follows:

Table 4

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.111000	\$0.091550
Base Power Off-Peak	\$0.042500	\$0.038570
Base Power Super Off-Peak	\$0.032500	\$0.028570

Time-of-Use Periods

The Summer On-Peak period is 3:00 p.m. to 7:00 p.m. Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

The Winter On-Peak periods are 6:00 a.m. to 9:00 a.m., and 6:00 p.m. to 9:00 p.m., Monday through Friday (excluding Thanksgiving, Christmas Day and New Year’s Day).

The Super Off-Peak periods are 10:00 p.m. to 5:00 a.m. daily, Monday through Sunday.

All other hours are Off-Peak.

UNS also proposes a monthly CARES discount of \$16.00 per month which provides for consumers with combined household incomes at or below 150 percent of the federal poverty level.

2. Residential EV Charging Demand Super Off-Peak (ERDSOTE) (Attachment 2)

UNS proposes a plan for residential EV customers that combines off-peak rates with on-peak rates and a demand charge based on the customer's highest individual hour of usage during on-peak periods.

UNS’s plan is available throughout its entire service area and is applicable to all single-phase residential electric service in individual private dwellings and individually metered apartments where all service is supplied at one point of delivery and energy is metered through one meter. The service is not applicable to resale, breakdown, temporary, standby, auxiliary service or service to electrical equipment that causes excessive voltage fluctuations. UNS states that customers must have a qualified highway approved battery EV or plug-in hybrid EV.

⁵ Kilowatt-hour (“kWh”)

UNS requires customers to stay on this rate for a minimum of one year. UNS states that the character of the service shall be single-phase, 60 Hertz, and at one standard nominal voltage. UNS proposes a monthly recurring charge of \$12.00 and the following rates:

Table 5

Demand Charges (per kWh)	
0-7	\$5.50
Over 7kW	\$7.75

Table 6

Energy Charge (per kWh)
\$0.011870

Power Supply Charge

UNS proposes a seasonal power supply charge per kWh as follows:

Table 7

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.111000	\$0.091550
Base Power Off-Peak	\$0.042500	\$0.038570
Base Power Super Off-Peak	\$0.032500	\$0.028570

UNS states that the monthly billing demand shall be the greatest measured one-hour average demand during the on-peak time-of-use hours of the billing period.

Time-of-Use Periods

The Summer On-Peak period is 3:00 p.m. to 7:00 p.m. Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

The Winter On-Peak periods are 6:00 a.m. to 9:00 a.m., and 6:00 p.m. to 9:00 p.m., Monday through Friday (excluding Thanksgiving, Christmas Day and New Year's Day).

The Super Off-Peak periods are 10:00 p.m. to 5:00 a.m. daily, Monday through Sunday.

All other hours are Off-Peak.

UNS also proposes a monthly CARES discount of \$16.00 per month which provides for consumers with combined household incomes at or below 150 percent of the federal poverty level.

3. Commercial Stand-Alone Fast Charging (EGDCFCX) (Attachment 3)

UNS proposes a plan for small general service EV charging that is designed for stand-alone DCFC chargers. The Company states that customers under this rate would receive service under UNS's small commercial time-of-use rate but with a higher electric usage threshold - up to 50,000 kWh a month. The plan does not include a demand charge.

Details of UNS's proposal include a tiered rate structure tied to hours of use with delivered energy rates decreasing as the load factor increases. Power supply charges are assessed according to seasonal On-Peak, Off-Peak, and Super Off-Peak usage periods. The tariff describes the availability, applicability, character of service, rates, billing and time-of-use period for the proposed tariff, which would be available throughout UNS's entire electric service area where facilities are of adequate capacity and are adjacent to the premises. Service under the Company's proposed tariff would start when an appropriate meter has been installed. Resale of energy for the use of EV charging is allowed under the tariffs.

Table 8

	EGSGST	Medium General Service TOU (EGMGST)	Large General Service TOU (EGLGST)	Large Power Service TOU (EILPST)
Qualifying Criterion	Monthly kWh does not meet or exceed 12,000 kWh in two consecutive months	Measured kW does not meet or exceed 700 kW	Service at a voltage of less than 69 kV	Service at a voltage equal to or greater than 69 kV
Basic Service Charge (\$/month)	\$20.00	\$100.00	\$300.00	\$1,500.00

Table 9

Tier	First 30 kWh/kW	Next 60 kWh/kW	Next 120 kWh/kW	Additional kWh/kW
kWh Rate	\$0.150000	\$0.100000	\$0.062500	\$0.031250

Power Supply Charge

UNS proposes a seasonal power supply charge per kWh as follows:

Table 10

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.114886	\$0.101047
Base Power Off-Peak	\$0.033100	\$0.031960
Base Power Super Off-Peak	\$0.030600	\$0.029190

4. Commercial Submetered EV Charging (Rider 16) (Attachment 4)

UNS proposes a plan designed to support existing small, medium and large commercial time-of-use customers that install charging stations for their customers, employees or their own EV fleets. Service to these chargers would be ‘sub-metered’ and available at a “super-off-peak” rate from 10:00 p.m. to 5:00 a.m. every day.

The proposed Rider-16 incentivizes customers to charge their EVs during off-peak hours by providing a discount to the energy rates paid by the customer. The aggregate load associated with charging EVs increases the Company’s total demand, which may stress the Company’s ability to meet customer energy needs during times of peak demand. Specifically, as customers shift from internal combustion engine vehicles to battery EVs and plug in hybrid EVs, the Company will need to plan to meet the increased electrification needs. By mitigating this increased load and stress on the Company’s distribution system through promoting a shift in load to off-peak hours, the Company will be more capable of effectively balancing its daily loads and resources without increasing rates paid by both EV and non-EV customers.

Table 11

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Small General Service	\$0.00750	\$0.00750
Medium General Service	\$0.00250	\$0.00250
Large General Service	\$0.00500	\$0.00500

5. Stand-Alone EV Charging for SGS (Rider 17) (Attachment 5)

UNS proposes a plan for companies and vendors that install new, stand-alone direct current fast charging stations, which require sufficient energy to charge EVs in a short amount of time. The rate does not include a demand charge.

Rider 17 proposes that in the event a customer exceeds 50,000 kWh in two consecutive months, or a customer has taken service on this rate rider for a period of seven years, whichever comes first, the customer will be required to take service on UNS’s DCFCX rate schedule or any of the Company’s applicable Medium or Large General Service rate schedules.

Service provided under Rider 17 is not applicable to breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations. Breakdown, temporary, standby, or auxiliary service would apply to “partial-requirements” service where the customer supplies part of their electrical requirement by self-generation, usually by means of some mechanical equipment that requires periodic maintenance or backup service. UNS states that a customer with self-generation will only use “breakdown” service during a forced outage, or “breakdown.” of the customer’s generation equipment.

UNS's Requests to the Commission

UNS makes several requests of the Commission including, approval of its 2022 TEIP and budget, as well as for increased budget flexibility and approval of an accounting order to fund the 2022 TEIP. In addition, UNS seeks Commission approval for the following:

- Five new EV tariffs:
 - a. Residential EV Charging Super Off-Peak (ERSOTE)
 - b. Residential EV Charging Demand Super Off-Peak (ERDSOTE)
 - c. Commercial Stand-Alone Fast Charging (EGDCFCX)
 - d. Commercial Submetered EV Charging (Rider 16)
 - e. Stand-Alone EV Charging for SGS (Rider 17)
- A finding that its 2022 TEIP is in alignment with the Statewide Transportation Plan and the Commission's EV Policy Implementation Plan (Decision No. 77289).
- A finding that its 2022 TEIP's programs contribute to the achievement of the medium adoption scenario of 1,076,000 light-duty EVs "(95,000 in *TEP's (sic)* service territory) by 2030)" (*Staff Emphasis*).
- A finding that its 2022 TEIP provides benefits to electric utility ratepayers and EV drivers, improves the electrical system's efficiency, the integration of variable resources, the system's operational flexibility, the utilization of the system during off-peak hours, increases access to the use of electricity as a transportation fuel (including among hard-to reach customer segments and markets), spurs innovation, competition, and increased consumer choices in TE and related infrastructure and services, contributes to meeting air quality standards and minimizes air emissions, fosters private market investment and educates electric utility ratepayers on the benefits of TE.

STAFF ANALYSIS AND RECOMMENDATIONS

Staff reviewed UNS's proposed 2022 TEIP and determined that the filing complies with the requirements contained in Decision No. 78383 with respect to UNS's 2022 TEIP filing obligation. Staff recommends that the Commission approve UNS's 2022 TEIP with the following modifications:

- UNS shall supplement its 2022 TEIP to incorporate a high adoption scenario as described in the 2021 TEIP.

Staff reviewed UNS's proposed budgetary expenditures for its 2022 TEIP which totals \$1,278,500, and addresses education and outreach, residential customers, low to moderate income customers, non-profit and commercial customers, public transit, fleet advisory services, and program administration costs. Staff concludes that UNS's proposed budget is reasonable and will

enable UNS to implement its 2022 TEIP. Staff recommends that the Commission approve UNS's proposed 2022 TEIP budget.

In accordance with Decision No. 77289, Staff recommends that UNS track pilot program costs to be addressed for cost recovery in a future rate case.

Staff Recommendation for UNS's Request for an Accounting Order

In addition to the above, Staff recommends that the Commission allow UNS to utilize an accounting order for 2022 TEIP costs of \$1,278,500. Staff also recommends that the Commission require UNS to actively explore funding opportunities related to implementation of its TEIP through the Public Law 117-58, the Infrastructure Investment and Jobs Act (aka Bipartisan Infrastructure Bill). Staff further recommends that UNS be required to update the Commission on its efforts to obtain funding through the Infrastructure Law.

Staff Recommendation on Tariffs

Staff recommends approval of UNS's five new EV tariffs.

Staff Recommendation for UNS's Additional Requests to the Commission

Staff recommends the following with respect to UNS's additional requests to the Commission:

1. UNS's 2022 TEIP complies with the requirements contained in Decision No. 77289 with respect to UNS's 2022 TEIP filing obligation except that UNS shall supplement its 2022 TEIP to incorporate a high adoption scenario.
2. Since the 2022 TEIP has not yet been implemented, enough information is not available for Staff to provide a finding that UNS's TEIP has contributed to the achievement of the medium adoption scenario as requested. UNS should provide empirical evidence establishing that its proposed TEIP has contributed to the medium adoption scenario for its 2022 TEIP and the high adoption scenario for future TEIP submissions.
3. Approval of UNS's proposed new EV tariffs as discussed herein:
 - a. Residential EV Charging Super Off-Peak (ERSOTE);
 - b. Residential EV Charging Demand Super Off-Peak (ERDSOTE);
 - c. Commercial Stand-Alone Fast Charging (EGDCFCX); and,
 - d. Commercial Submetered EV Charging (Rider 16),

- e. Stand-Alone EV Charging (Rider 17).



Elijah O. Abinah
Director
Utilities Division

EOA:CCN:elr\WVC

ORIGINATOR: Cameron Nance

THE COMMISSION

November 1, 2022

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On this 1st day of November, 2022, the foregoing document was filed with Docket Control as a Utilities Division Memorandum & Proposed Order, and copies of the foregoing were mailed on behalf of the Utilities Division to the following who have not consented to email service. On this date or as soon as possible thereafter, the Commission's eDocket program will automatically email a link to the foregoing to the following who have consented to email service.

Robin Mitchell
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legaldiv@azcc.gov
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Consented to Service by Email

By:


Edna Luna Reza
Administrative Support Specialist

1 **BEFORE THE ARIZONA CORPORATION COMMISSION**

2 LEA MÁRQUEZ PETERSON

Chairwoman

3 SANDRA D. KENNEDY

Commissioner

4 JUSTIN OLSON

Commissioner

5 ANNA TOVAR

Commissioner

6 JIM O'CONNOR

Commissioner

7 IN THE MATTER OF ELECTRIC
8 VEHICLES, EV INFRASTRUCTURE, AND }
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DOCKET NO. E-00000A-21-0104

DECISION NO. _____

ORDER

11 Open Meeting
12 November 9 and 10, 2022
13 Phoenix, Arizona

**UNS ELECTRIC, INC.'S COMPRE-
HENSIVE TRANSPORTATION ELEC-
TRIFICATION IMPLEMENTATION
PLAN AND BUDGET**

14 BY THE COMMISSION:

15 FINDINGS OF FACT

16 **Background**

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*UNS's 2022 Comprehensive Transportation Electrification Implementation Plan***Minimum vs High Adoption Rate Standard**

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 - a. Super Off-Peak Time-of-Use EV Plan
 - b. Super Off-Peak Demand Time-of-Use EV Plan
- **Commercial EV Program (Workplace, Retail, Fleets and Multifamily)** – UNS expects 60 ports over three years. UNS proposes providing customers with a per port incentive of \$1,200 for Level 2 chargers and \$12,000 for Direct Current Fast Charge (“DCFC”) chargers.
- **LMI/Non-Profit Use Case** – UNS proposes providing customers with a per port incentive of \$2,000 for Level 2 (“L2”) chargers and \$15,000 for DCFC chargers. UNS further proposes to provide LMI projects with an incentive to cover 100 percent of costs, capped at \$3,000 per L2 port.

- **Public Transit Program** – UNS expects to support five buses over three years to support the transition of public transit fleets to zero emission busses. UNS proposes to offer the incentive structure shown in Table 1:

Table 1

Charger Power Output	Per Port Incentive
Up to 62 kW	\$40,000
Up to 100 kW	\$65,000
Up to 150 kW	\$75,000

- **Commercial EV Rate Plans** – UNS proposes implementation of one stand-alone DCFCX charging rate and two riders, commercial sub-metered and stand-alone SGS charging, all of which mirror EV charging rates previously approved by the Commission for TEP.
 - Stand-Alone EV Charging
 - Small General Service EV Charging
 - Submetered EV Charging

12. UNS proposes total budgetary expenditures for Residential and Commercial Customer EV Adoption, as shown in Table 2.

Table 2

Customer Type	Year 1	Year 2	Year 3	Total
Residential Rebates	\$0	\$21,000	\$26,500	\$47,500
Commercial Rebates	\$0	\$353,000	\$428,000	\$781,000
Total Rebates	\$0	\$374,000	\$454,500	\$828,500

Program Administration

13. UNS plans to leverage existing resources where possible and add new full-time staff resources to administer its TEIP. Where appropriate, the Company will enlist support from third-party experts for program administration. In addition, the implementation of the TEIP offerings will trigger in-house information technology costs such as rate integration into billing systems and website hosting fees.

14. UNS proposes budgetary expenses for Program Administration in the amount of \$405,000 over three years.

Stakeholder Engagement

15. UNS states it will hold quarterly (or more often as needed) collaborative meetings to solicit stakeholder feedback and provide stakeholders with updates and progress reports on the Company's TEIP activities.

Portfolio Management

16. UNS requests the flexibility to shift up to 50 percent of each program budget across another program to adjust to the market needs and maximize benefits which may result in a particular program budget exceeding its budget estimate. As currently approved by the Commission for Demand-Side Management ("DSM") programs, the Company requests that TEIP expenditures above five percent of the total budget shall still be considered prudent. The Company also proposes to set aside 30 percent of the commercial and residential program budgets for LMI customers. Should the Company need to shift budget dollars across portfolios to meet market needs and emerging trends, the Company commits to retaining 30 percent set aside for LMI customers as calculated as an overall budget and not at the program level.

Reporting

17. UNS proposes to provide an Annual Progress report to be filed July 15 of each plan year. This report will include and replace the reporting requirements associated with the Statewide TEIP and Fleet Electrification Status Update as required by Decision No. 78383 and include and replace the reporting requirements of Decision No. 77289. The metrics tracked in the annual report will mirror the metrics the Company reported in its Semi-Annual Progress Report filed with the Commission on March 15, 2022.

Cost Recovery (Accounting Order)

18. UNS states that pursuant to the Commission Decision No. 77289 (July 19, 2019), that it requests that the Commission approve an accounting order authorizing the deferral of costs related to the Company's Transportation Electrification ("TE") and EV programs and offerings until such costs can be considered in a future general rate case proceeding.

...

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1 *UNS's Proposed Electric Vehicle Tariffs*

2 19. UNS proposes five new EV tariffs to further implementation of its TEIP, as discussed
3 below:

4 1. Residential EV Charging Super Off-Peak (ERSOTE) (Attachment 1)

5 20. UNS proposes a plan for residential EV customers that will offer comparatively lower
6 energy charges during most of the day and on weekends and major holidays, but higher rates during
7 on-peak hours. UNS' plan is available throughout its entire service area and is applicable to all
8 single-phase residential electric service in individual private dwellings and individually metered
9 apartments where all service is supplied at one point of delivery and energy is metered through one
10 meter. The service is not applicable to resale, breakdown, temporary, standby, auxiliary service or
11 service to electrical equipment that causes excessive voltage fluctuations. UNS states that customers
12 must have a qualified highway approved battery EV or plug-in hybrid EV.

13 21. UNS requires customers to stay on this rate for a minimum of one year. UNS states
14 that the character of the service shall be single-phase, 60 Hertz, and at one standard nominal voltage.
15 UNS proposes a monthly recurring charge of \$12.00 and the following rates:

16 **Table 3**

Energy Charges (per kWh ⁵)	
0-400	\$0.036700
401 +	\$0.042700

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18
19 Power Supply Charge

20 22. UNS proposes a seasonal power supply charge per kilowatt-hour ("kWh") as follows:

21 **Table 4**

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.111000	\$0.091550
Base Power Off-Peak	\$0.042500	\$0.038570
Base Power Super Off-Peak	\$0.032500	\$0.028570

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28 ⁵ Kilowatt-hour ("kWh")

Time-of-Use Periods

23. The Summer On-Peak period is 3:00 p.m. to 7:00 p.m. Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

24. The Winter On-Peak periods are 6:00 a.m. to 9:00 a.m., and 6:00 p.m. to 9:00 p.m., Monday through Friday (excluding Thanksgiving, Christmas Day and New Year's Day).

25. The Super Off-Peak periods are 10:00 p.m. to 5:00 a.m. daily, Monday through Sunday.

26. All other hours are Off-Peak.

27. UNS also proposes a monthly CARES discount of \$16.00 per month which provides for consumers with combined household incomes at or below 150 percent of the federal poverty level.

2. Residential EV Charging Demand Super Off-Peak (ERDSOTE) (Attachment 2)

28. UNS proposes a plan for residential EV customers that combines off-peak rates with on-peak rates and a demand charge based on the customer's highest individual hour of usage during on-peak periods.

29. UNS's plan is available throughout its entire service area and is applicable to all single-phase residential electric service in individual private dwellings and individually metered apartments where all service is supplied at one point of delivery and energy is metered through one meter. The service is not applicable to resale, breakdown, temporary, standby, auxiliary service or service to electrical equipment that causes excessive voltage fluctuations. UNS states that customers must have a qualified highway approved battery EV or plug-in hybrid EV.

30. UNS requires customers to stay on this rate for a minimum of one year. UNS states that the character of the service shall be single-phase, 60 Hertz, and at one standard nominal voltage. UNS proposes a monthly recurring charge of \$12.00 and the following rates:

Table 5

Demand Charges (per kWh)	
0-7	\$5.50
Over 7kW	\$7.75

Table 6

Energy Charge (per kWh)
\$0.011870

Power Supply Charge

31. UNS proposes a seasonal power supply charge per kWh as follows:

Table 7

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.111000	\$0.091550
Base Power Off-Peak	\$0.042500	\$0.038570
Base Power Super Off-Peak	\$0.032500	\$0.028570

32. UNS states that the monthly billing demand shall be the greatest measured one-hour average demand during the on-peak time-of-use hours of the billing period.

Time-of-Use Periods

33. The Summer On-Peak period is 3:00 p.m. to 7:00 p.m. Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

34. The Winter On-Peak periods are 6:00 a.m. to 9:00 a.m., and 6:00 p.m. to 9:00 p.m., Monday through Friday (excluding Thanksgiving, Christmas Day and New Year's Day).

35. The Super Off-Peak periods are 10:00 p.m. to 5:00 a.m. daily, Monday through Sunday.

36. All other hours are Off-Peak.

37. UNS also proposes a monthly CARES discount of \$16.00 per month which provides for consumers with combined household incomes at or below 150 percent of the federal poverty level.

3. Commercial Stand-Alone Fast Charging (EGDCFCX) (Attachment 3)

38. UNS proposes a plan for small general service EV charging that is designed for stand-alone DCFC chargers. The Company states that customers under this rate would receive service under UNS's small commercial time-of-use rate but with a higher electric usage threshold - up to 50,000 kWh a month. The plan does not include a demand charge.

...

39. Details of UNS's proposal include a tiered rate structure tied to hours of use with delivered energy rates decreasing as the load factor increases. Power supply charges are assessed according to seasonal On-Peak, Off-Peak, and Super Off-Peak usage periods. The tariff describes the availability, applicability, character of service, rates, billing and time-of-use period for the proposed tariff, which would be available throughout UNS's entire electric service area where facilities are of adequate capacity and are adjacent to the premises. Service under the Company's proposed tariff would start when an appropriate meter has been installed. Resale of energy for the use of EV charging is allowed under the tariffs.

Table 8

	EGSGST	Medium General Service TOU (EGMGST)	Large General Service TOU (EGLGST)	Large Power Service TOU (EILPST)
Qualifying Criterion	Monthly kWh does not meet or exceed 12,000 kWh in two consecutive months	Measured kW does not meet or exceed 700 kW	Service at a voltage of less than 69 kV	Service at a voltage equal to or greater than 69 kV
Basic Service Charge (\$/month)	\$20.00	\$100.00	\$300.00	\$1,500.00

Table 9

Tier	First 30 kWh/kW	Next 60 kWh/kW	Next 120 kWh/kW	Additional kWh/kW
kWh Rate	\$0.150000	\$0.100000	\$0.062500	\$0.031250

Power Supply Charge

40. UNS proposes a seasonal power supply charge per kWh as follows:

Table 10

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Base Power On-Peak	\$0.114886	\$0.101047
Base Power Off-Peak	\$0.033100	\$0.031960
Base Power Super Off-Peak	\$0.030600	\$0.029190

4. Commercial Submetered EV Charging (Rider 16) (Attachment 4)

41. UNS proposes a plan designed to support existing small, medium and large commercial time-of-use customers that install charging stations for their customers, employees or their own EV fleets. Service to these chargers would be 'sub-metered' and available at a "super-off-peak" rate from 10:00 p.m. to 5:00 a.m. every day.

42. The proposed Rider-16 incentivizes customers to charge their EVs during off-peak hours by providing a discount to the energy rates paid by the customer. The aggregate load associated with charging EVs increases the Company's total demand, which may stress the Company's ability to meet customer energy needs during times of peak demand. Specifically, as customers shift from internal combustion engine vehicles to battery EVs and plug in hybrid EVs, the Company will need to plan to meet the increased electrification needs. By mitigating this increased load and stress on the Company's distribution system through promoting a shift in load to off-peak hours, the Company will be more capable of effectively balancing its daily loads and resources without increasing rates paid by both EV and non-EV customers.

Table 11

Power Supply Charge (\$/kWh)	Summer (May-Sept.)	Winter (Oct.-Apr.)
Small General Service	\$0.00750	\$0.00750
Medium General Service	\$0.00250	\$0.00250
Large General Service	\$0.00500	\$0.00500

5. Stand-Alone EV Charging for SGS (Rider 17) (Attachment 5)

43. UNS proposes a plan for companies and vendors that install new, stand-alone direct current fast charging stations, which require sufficient energy to charge EVs in a short amount of time. The rate does not include a demand charge.

44. Rider 17 proposes that in the event a customer exceeds 50,000 kWh in two consecutive months, or a customer has taken service on this rate rider for a period of seven years, whichever comes first, the customer will be required to take service on UNS's DCFCX rate schedule or any of the Company's applicable Medium or Large General Service rate schedules.

45. Service provided under Rider 17 is not applicable to breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations.

Breakdown, temporary, standby, or auxiliary service would apply to “partial-requirements” service where the customer supplies part of their electrical requirement by self-generation, usually by means of some mechanical equipment that requires periodic maintenance or backup service. UNS states that a customer with self-generation will only use “breakdown” service during a forced outage, or “breakdown,” of the customer’s generation equipment.

UNS’s Requests to the Commission

46. UNS makes several requests of the Commission including, approval of its 2022 TEIP and budget, as well as for increased budget flexibility and approval of an accounting order to fund the 2022 TEIP. In addition, UNS seeks Commission approval for the following:

- Five new EV tariffs:
 - a. Residential EV Charging Super Off-Peak (ERSOTE)
 - b. Residential EV Charging Demand Super Off-Peak (ERDSOTE)
 - c. Commercial Stand-Alone Fast Charging (EGDCFCX)
 - d. Commercial Submetered EV Charging (Rider 16)
 - e. Stand-Alone EV Charging for SGS (Rider 17)
- A finding that its 2022 TEIP is in alignment with the Statewide Transportation Plan and the Commission’s EV Policy Implementation Plan (Decision No. 77289).
- A finding that its 2022 TEIP’s programs contribute to the achievement of the medium adoption scenario of 1,076,000 light-duty EVs “(95,000 in *TEP*’s (*sic*) service territory) by 2030)” (*Staff Emphasis*).
- A finding that its 2022 TEIP provides benefits to electric utility ratepayers and EV drivers, improves the electrical system’s efficiency, the integration of variable resources, the system’s operational flexibility, the utilization of the system during off-peak hours, increases access to the use of electricity as a transportation fuel (including among hard-to reach customer segments and markets), spurs innovation, competition, and increased consumer choices in TE and related infrastructure and services, contributes to meeting air quality standards and minimizes air emissions, fosters private market investment and educates electric utility ratepayers on the benefits of TE.

Staff Analysis and Recommendations

47. Staff reviewed UNS's proposed 2022 TEIP and determined that the filing complies with the requirements contained in Decision No. 78383 with respect to UNS's 2022 TEIP filing obligation. Staff recommends that the Commission approve UNS's 2022 TEIP with the following modifications:

- UNS shall supplement its 2022 TEIP to incorporate a high adoption scenario as described in the 2021 TEIP.

48. Staff reviewed UNS's proposed budgetary expenditures for its 2022 TEIP which totals \$1,278,500, and addresses education and outreach, residential customers, low to moderate income customers, non-profit and commercial customers, public transit, fleet advisory services, and program administration costs. Staff concludes that UNS's proposed budget is reasonable and will enable UNS to implement its 2022 TEIP. Staff recommends that the Commission approve UNS's proposed 2022 TEIP budget.

49. In accordance with Decision No. 77289, Staff recommends that UNS track pilot program costs to be addressed for cost recovery in a future rate case.

Staff Recommendation for UNS' Request for an Accounting Order

50. In addition to the above, Staff recommends that the Commission allow UNS to utilize an accounting order for 2022 TEIP costs of \$1,278,500. Staff also recommends that the Commission require UNS to actively explore funding opportunities related to implementation of its TEIP through the Public Law 117-58, the Infrastructure Investment and Jobs Act (aka Bipartisan Infrastructure Bill). Staff further recommends that UNS be required to update the Commission on its efforts to obtain funding through the Infrastructure Law.

Staff Recommendation on Tariffs

51. Staff recommends approval of UNS's five new EV tariffs.

Staff Recommendation for UNS's Additional Requests to the Commission

52. Staff recommends the following with respect to UNS's additional requests to the Commission:

- UNS's 2022 TEIP complies with the requirements contained in Decision No. 77289 with respect to UNS's 2022 TEIP filing obligation except that UNS shall supplement its 2022 TEIP to incorporate a high adoption scenario.
- Since the 2022 TEIP has not yet been implemented, enough information is not available for Staff to provide a finding that UNS's TEIP has contributed to the achievement of the medium adoption scenario as requested. UNS should provide empirical evidence establishing that its proposed TEIP has contributed to the medium adoption scenario for its 2022 TEIP and the high adoption scenario for future TEIP submissions.
- Approval of UNS's proposed new EV tariffs as discussed herein:
 - a. Residential EV Charging Super Off-Peak (ERSOTE);
 - b. Residential EV Charging Demand Super Off-Peak (ERDSOTE);
 - c. Commercial Stand-Alone Fast Charging (EGDCFCX); and,
 - d. Commercial Submetered EV Charging (Rider 16),
 - e. Stand-Alone EV Charging.

CONCLUSIONS OF LAW

1. UNS Electric, Inc. is an Arizona public service corporation within the meaning of Article XV, Section 2 of the Arizona Constitution.
2. The Commission has jurisdiction over UNS Electric, Inc. and the subject matter of the Application.
3. The Commission, having reviewed UNS Electric, Inc.'s Application and Staff's Memorandum, concludes that it is in the public interest to approve UNS Electric, Inc.'s proposed Transportation Electrification Implementation Plan and Budget as discussed herein.

ORDER

IT IS THEREFORE ORDERED that UNS Electric, Inc.'s Transportation Electrification Implementation Plan and Budget are approved as discussed herein.

IT IS FURTHER ORDERED that UNS Electric, Inc. shall supplement its 2022 Transportation Electrification Implementation Plan to incorporate a high adoption scenario as described in the 2021 Transportation Electrification Implementation Plan.

1 IT IS FURTHER ORDERED that UNS Electric, Inc. shall track pilot program costs to be
2 addressed for cost recovery in a future rate case.

3 IT IS FURTHER ORDERED that UNS Electric, Inc. shall utilize an accounting order for
4 2022 Transportation Electrification Implementation Plan costs of \$1,278,500.

5 IT IS FURTHER ORDERED that UNS Electric, Inc. shall actively explore funding
6 opportunities related to implementation of its Transportation Electrification Implementation Plan
7 through Public Law 117-58, the Infrastructure Investment and Jobs Act.

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1 IT IS FURTHER ORDERED that UNS Electric, Inc. update the Commission on its efforts
2 to obtain funding through the Infrastructure Investment and Jobs act within 180 days of the effective
3 date of this Decision.

4 IT IS FURTHER ORDERED that this Decision become effective immediately.
5

6 **BY THE ORDER OF THE ARIZONA CORPORATION COMMISSION**
7

8 _____
9 CHAIRWOMAN MARQUEZ PETERSON COMMISSIONER KENNEDY
10

11 _____
12 COMMISSIONER OLSON COMMISSIONER TOVAR COMMISSIONER O'CONNOR
13

13 IN WITNESS WHEREOF, I, MATTHEW J. NEUBERT,
14 Executive Director of the Arizona Corporation Commission,
15 have hereunto, set my hand and caused the official seal of this
16 Commission to be affixed at the Capitol, in the City of
17 Phoenix, this _____ day of _____, 2022.

18 _____
19 MATTHEW J. NEUBERT
20 EXECUTIVE DIRECTOR

21 DISSENT: _____
22

23 DISSENT: _____
24

25 EOA:CCN:elr/WVC
26
27
28

1 UNS Electric, Inc.
2 Docket No. E-00000A-21-0104

3 Robin Mitchell
4 Director/Chief Counsel, Legal Division
5 Arizona Corporation Commission
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7 Phoenix, Arizona 85007
8 legaldiv@azcc.gov
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10 **Consented to Service by Email**
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UNS Electric, Inc.

Original Sheet No.: 110
Superseding: Original

Residential Super Off-Peak Time-of-Use Electric Vehicle

AVAILABILITY

Available throughout the Company's entire electric service area where the facilities of the Company are of adequate capacity and are adjacent to the premises.

APPLICABILITY

To all single-phase (subject to availability at point of delivery) residential electric service in individual private dwellings and individually metered apartments when all service is supplied at one point of delivery and energy is metered through one meter.

Not applicable to resale, breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations.

Customers taking service under this rate plan must have a qualified highway approved Battery Electric Vehicle or Plug-in Hybrid Electric Vehicle as determined by the Company's sole discretion and appropriate home charging equipment.

Customers must stay on this rate for a minimum period of one (1) year, unless the Customer is disqualified by one of the other Applicability conditions.

Service under this rate will commence when the appropriate meter has been installed.

CHARACTER OF SERVICE

The service shall be single-phase, 60 Hertz, and at one standard nominal voltage as mutually agreed and subject to availability at point of delivery.

RATE

A monthly bill at the following rate plus any adjustments incorporated herein:

BUNDLED STANDARD OFFER SERVICE - SUMMARY OF BASIC SERVICE AND ENERGY CHARGES:

Basic Service Charge (per month):	\$12.00
Energy Charges (per kWh):	
0-400	\$0.036700
401 +	\$0.042700

Delivery Services-Energy is a bundled charge that includes: Local Delivery, Generation Capacity and Transmission.

Base Power Charges (per kWh):	Summer (May-October)	Winter (November-April)
On-Peak	\$0.111000	\$0.091550
Off-Peak	\$0.042500	\$0.038570
Super Off-Peak	\$0.032500	\$0.028570

The Power Supply Charge shall be comprised of the Base Power Charge and the Purchased Power and Fuel Adjustment Clause (PPFAC), a per kWh adjustment in accordance with Rider-1. The PPFAC reflects increases or decreases in the cost to the Company for energy either generated or purchased above or below the base cost per kWh sold. Please see Rider-1 for current rate.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: ERSOTE
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 110-1

Superseding: Original

TIME-OF-USE TIME PERIODS

The Summer On-Peak period is 3:00 p.m. to 7:00 p.m., Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

The Winter On-Peak periods are 6:00 a.m. - 9:00 a.m. and 6:00 p.m. - 9:00 p.m., Monday through Friday (excluding Thanksgiving Day, Christmas Day, and New Year's Day).

The Super Off-Peak periods are 10:00 p.m. - 5:00 a.m. daily, Monday through Sunday.

All other hours are Off-Peak. If a holiday falls on Saturday, the preceding Friday is designated Off-Peak; if a holiday falls on Sunday, the following Monday is designated Off-Peak.

MONTHLY CUSTOMER ASSISTANCE RESIDENTIAL ENERGY SUPPORT (CARES) DISCOUNT:

For current and new eligible CARES customers taking service under the Residential Service Time-of-Use tariff, the monthly bill shall be in accordance to the rate above except that a discount of \$16.00 per month shall be applied.

For all customers, no CARES discount will be applied that will reduce the bill to less than zero.

CARES ELIGIBILITY

1. The UNS Electric account must be in the Customer's name applying for a CARES discount.
2. Applicant must be a UNS Electric residential Customer residing at the premise.
3. Applicant must have a combined household income at or below 150% of the federal poverty level. See Income Guidelines Chart on UNS Electric's website at www.uesaz.com or contact a UNS Electric customer care representative.

DIRECT ACCESS

A Customer's Direct Access bill will include all unbundled components except those services provided by a qualified third party. Those services may include Metering (Installation, Maintenance and/or Equipment), Meter Reading, Billing and Collection, Transmission and Generation. If any of these services are not available from a third party supplier and must be obtained from the Company, the rates for Unbundled Components set forth in this tariff will be applied to the Customer's bill.

UNS ELECTRIC STATEMENT OF CHARGES

For all additional charges and assessments approved by the Arizona Corporation Commission see the UNS Electric Statement of Charges which is available on UNS Electric's website at www.uesaz.com.

TAX CLAUSE

To the charges computed under the above rate, including any adjustments, shall be added the applicable proportionate part of any taxes or governmental impositions which are or may in the future be assessed on the basis of gross revenues of the Company and/or the price or revenue from the electric energy or service sold and/or the volume of energy generated or purchased for sale and/or sold hereunder.

RULES AND REGULATIONS

The standard Rules and Regulations of the Company as on file with the Arizona Corporation Commission shall apply where not inconsistent with this rate.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: ERSOTE
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 110-2

Superseding: Original

BUNDLED STANDARD OFFER SERVICE CONSISTS OF THE FOLLOWING UNBUNDLED COMPONENTS:

Basic Service Charge Components (per month):

Meter Services	\$ 1.00
Meter Reading	\$ 1.58
Billing & Collection	\$ 4.37
Customer Delivery	\$ 5.05
Total	\$12.00

Energy Charge Components (per kWh):

0 – 400 kWh	\$0.007500
Over 400 kWh	\$0.013500
Generation	\$0.018500
Transmission	\$0.010700

Power Supply Charges (per kWh):

Base Power Supply Summer (May – October) On-Peak	\$0.111000
Base Power Supply Summer (May – October) Off-Peak	\$0.042500
Base Power Supply Summer (May – October) Super Off-Peak	\$0.032500
Base Power Supply Winter (November – April) On-Peak	\$0.091550
Base Power Supply Winter (November – April) Off-Peak	\$0.038570
Base Power Supply Winter (November – April) Super Off-Peak	\$0.028570
PPFAC (see Rider-1 for current rate)	Varies

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Date: ERSOTE
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

 Original Sheet No.: 111
 Superseding: Original

Residential Demand Super Off-Peak Time-of-Use Electric Vehicle

AVAILABILITY

Available throughout the Company's entire electric service area where the facilities of the Company are of adequate capacity and are adjacent to the premises.

APPLICABILITY

To all single-phase (subject to availability at point of delivery) residential electric service in individual private dwellings and individually metered apartments when all service is supplied at one point of delivery and energy is metered through one meter.

Not applicable to resale, breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations.

Customers must stay on this rate for a minimum period of one (1) year, unless the Customer is disqualified by one of the other Applicability conditions.

Service under this rate will commence when the appropriate meter has been

installed. CHARACTER OF SERVICE

The service shall be single-phase, 60 Hertz, and at one standard nominal voltage as mutually agreed and subject to availability at point of delivery.

RATE

A monthly bill at the following rate plus any adjustments incorporated herein:

BUNDLED STANDARD OFFER SERVICE - SUMMARY OF BASIC SERVICE, DEMAND, AND ENERGY

CHARGES

Basic Service Charge (per month): \$12.00

Demand Charge (per kW):

0 - 7 kW	\$5.50
Over 7 kW	\$7.75

Energy Charges (per kWh): \$0.011870

Delivery Services-Energy is a bundled charge that includes: Local Delivery, Generation Capacity and Transmission.

Base Power Charges (per kWh):

	Summer (May-October)	Winter (November-April)
On Peak	\$0.111000	\$0.091550
Off Peak	\$0.042500	\$0.038570
Super Off-Peak	\$0.032500	\$0.028570

The Power Supply Charge shall be comprised of the Base Power Charge and the Purchased Power and Fuel Adjustment Clause (PPFAC), a per kWh adjustment in accordance with Rider-1. The PPFAC reflects increases or decreases in the cost to the Company for energy either generated or purchased above or below the base cost per kWh sold. Please see Rider-1 for current rate.

Filed By: Dallas J. Dukes
 Title: Vice President, Energy Programs and Pricing
 District: Entire Electric Service Area

Rate: ERDSOTE
 Effective: Pending
 Decision No.: XXXXX

BILLING DEMAND

The monthly billing demand shall be the greatest measured 1-hour average demand during the on-peak time-of-use hours of the billing period.

TIME-OF-USE TIME PERIODS

The Summer On-Peak period is 3:00 p.m. to 7:00 p.m., Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

The Winter On-Peak periods are 6:00 a.m. - 9:00 a.m. and 6:00 p.m. - 9:00 p.m., Monday through Friday (excluding Thanksgiving Day, Christmas Day, and New Year's Day).

All other hours are Off-Peak. If a holiday falls on Saturday, the preceding Friday is designated Off-Peak; if a holiday falls on Sunday, the following Monday is designated Off-Peak.

MONTHLY CUSTOMER ASSISTANCE RESIDENTIAL ENERGY SUPPORT (CARES) DISCOUNT:

For current and new eligible CARES customers taking service under the Residential Service Demand Time-of-Use tariff, the monthly bill shall be in accordance to the rate above except that a discount of \$16.00 per month shall be applied.

For all customers, no CARES discount will be applied that will reduce the bill to less than zero.

CARES ELIGIBILITY

1. The UNS Electric account must be in the Customer's name applying for a CARES discount.
2. Applicant must be a UNS Electric residential Customer residing at the premise.
3. Applicant must have a combined household income at or below 150% of the federal poverty level. See Income Guidelines Chart on UNS Electric's website at www.uesaz.com or contact a UNS Electric customer care representative.

DIRECT ACCESS

A Customer's Direct Access bill will include all unbundled components except those services provided by a qualified third party. Those services may include Metering (Installation, Maintenance and/or Equipment), Meter Reading, Billing and Collection, Transmission and Generation. If any of these services are not available from a third party supplier and must be obtained from the Company, the rates for Unbundled Components set forth in this Tariff will be applied to the Customer's bill.

UNS ELECTRIC STATEMENT OF CHARGES

For all additional charges and assessments approved by the Arizona Corporation Commission see the UNS Electric Statement of Charges which is available on UNS Electric's website at www.uesaz.com.

TAX CLAUSE

To the charges computed under the above rate, including any adjustments, shall be added the applicable proportionate part of any taxes or governmental impositions which are or may in the future be assessed on the basis of gross revenues of the Company and/or the price or revenue from the electric energy or service sold and/or the volume of energy generated or purchased for sale and/or sold hereunder.

RULES AND REGULATIONS

The standard Rules and Regulations of the Company as on file with the Arizona Corporation Commission shall apply where not inconsistent with this rate.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: ERDSOTE
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 111-2
Superseding: Original

BUNDLED STANDARD OFFER SERVICE CONSISTS OF THE FOLLOWING UNBUNDLED COMPONENTS:

Basic Service Charge Components (per month):

Description	
Meter Services	\$ 1.00
Meter Reading	\$ 1.58
Billing & Collection	\$ 4.37
Customer Delivery	\$ 5.05
Total	\$12.00

Demand Charges (per kW):

0 – 7 kW	
Demand Delivery	\$1.74
Generation Capacity	\$2.51
Transmission	\$1.25

Over 7 kW

Demand Delivery	\$2.45
Generation Capacity	\$3.54
Transmission	\$1.76

Energy Charge Components (per kWh):

Local Delivery	\$0.006470
Generation Capacity	\$0.004400
Transmission	\$0.001000

Power Supply Charges (per kWh):

Base Power Supply Summer (May – October) Off-Peak	\$0.111000
Base Power Supply Summer (May – October) Super Off-Peak	\$0.042500
Base Power Supply Summer (May – October) Super Off-Peak	\$0.032500
Base Power Supply Winter (November – April) On-Peak	\$0.091550
Base Power Supply Winter (November – April) Off-Peak	\$0.038570
Base Power Supply Winter (November – April) Super Off-Peak	\$0.028570
PPFAC (see Rider-1 for current rate)	Varies

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: ERDSOTE
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 224
Superseding: Original

Stand-Alone Electric Vehicle Charging (DCFCX)

AVAILABILITY

Available throughout the Company's entire electric service area where the facilities of the Company are of adequate capacity and are adjacent to the premises.

APPLICABILITY

This optional rate schedule is available to General Service customers where electricity is primarily consumed by electric vehicle charging stations that are separately metered from other facilities unless those facilities are incidental to the charging load (e.g. irrigation system timer or high efficiency area lighting).

Other buildings that are on the same lot as the vehicle charging facilities (such as convenience stores or fleet maintenance facilities) will be separately metered and classified as non-residential under the appropriate general service rate.

Customers may switch between applicable rate tariffs once in a rolling twelve month period.

Service under this rate will commence when the appropriate meter has been installed by UNS Electric.

Not applicable to breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations.

Resale of energy for the use of electric vehicle charging is allowed under this tariff.

CHARACTER OF SERVICE

The service shall be single or three-phase, 60 Hertz, and at one standard nominal voltage as mutually agreed and subject to availability at point of delivery.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: EGDCFCX
Effective: Pending
Decision No.: XXXX

**UNS Electric, Inc.**Original Sheet No.: 224-1

Superseding: Original

RATE

A monthly bill at the following rate plus any adjustments incorporated herein:

BUNDLED STANDARD OFFER SERVICE - BASIC SERVICE, DEMAND, AND ENERGY CHARGES

The Basic Service Charge shall be the Basic Service Charge of the otherwise applicable time-of-use tariff as expressed in the table below:

	EGSGST	EGMGST	EGLGST	EILPST
Qualifying Criteria	Monthly kWh Consumption does not meet or exceed 12,000 kWh in two consecutive months	Measured kW does not meet or exceed 750 kW	Service at a voltage of less than 69 kV	Service at a voltage equal to or greater than 69 kV
Basic Service Charge	\$20.00	\$100.00	\$300.00	\$1,500.00

In the event a customer exceeds the maximums of the Qualifying Criterion of their current Basic Service Charge in a billing period, they will receive the Basic Service Charge of the Qualifying Criterion they do not exceed in the next billing period.

kWh per kW for delivered energy:

Tier	First 30kWh/kW	Next 60kWh/kW	Next 120kWh/kW	Additional kWh/kW
kWh Rate	\$0.150000	\$0.100000	\$0.062500	\$0.031250

Power Supply Charge (per kWh)

Base Power Supply On-Peak

Base Power Supply Off-Peak

Base Power Supply Super Off-Peak

Summer
(May – October)

\$0.114886

\$0.033100

\$0.030600

Winter
(November – April)

\$0.101047

\$0.031960

\$0.029190

Purchased Power and Fuel Adjustment Clause (PPFAC): The Base Power Supply Charge shall be subject to a per kWh adjustment in accordance with Rider-1 to reflect any increase or decrease in the cost to the Company for energy either generated or purchased above or below the base cost of purchased power and fuel.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: EGDCFCX
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 224-2

Superseding: Original

BILL EXAMPLE

For a 30 day bill consisting of 100 kW of billing demand and 41,000 kWh of energy, the kWh per kW for delivered energy will be billed as follows:

	Low Bound	Upper Bound	Scaled Bounds		Billed kWh in Tier	Rate (\$/kWh)	Billed (\$)
First 30kWh/kW	0	30	0	3,000	3,000	0.15000	450
Next 60 kWh/kW	30	90	3,000	9,000	6,000	0.10000	600
Next 120 kWh/kW	90	210	9,000	21,000	12,000	0.06250	750
Additional kWh/kW	210	720	21,000	72,000	20,000	0.03125	625

BILLING kW

The monthly billing kW shall be the greatest of: the maximum 15-minute measured interval demand during the On-peak billing hours, 75% of the maximum 15-minute measured demand during the Off-peak billing hours, or 50% of the maximum 15-minute measured demand during the Super Off-peak billing hours during the billing period.

TIME-OF-USE TIME PERIODS

The Summer On-Peak period is 2:00 p.m. to 8:00 p.m., Monday through Friday (excluding Memorial Day, Independence Day, and Labor Day).

The Winter On-Peak periods are 5:00 a.m. - 9:00 a.m. and 5:00 p.m. - 9:00 p.m., Monday through Friday (excluding Thanksgiving Day, Christmas Day, and New Year's Day).

The Super Off-Peak periods are 10:00 p.m. - 4:00 a.m. daily, Monday through Sunday.

All other hours are Off-Peak. If a holiday falls on Saturday, the preceding Friday is designated Off-Peak; if a holiday falls on Sunday, the following Monday is designated Off-Peak.

DIRECT ACCESS

A Customer's Direct Access bill will include all unbundled components except those services provided by a qualified third party. Those services may include Metering (Installation, Maintenance and/or Equipment), Meter Reading, Billing and Collection, Transmission and Generation. If any of these services are not available from a third party supplier and must be obtained from the Company, the rates for Unbundled Components set forth in this tariff will be applied to the customer's bill.

UNS Electric STATEMENT OF CHARGES

For all additional charges and assessments approved by the Arizona Corporation Commission see the UNS Electric Statement of Charges which is available on UNS Electric's website at www.uesaz.com.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: EGDFCXX
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 224-3
Superseding: Original

TAX CLAUSE

To the charges computed under the above rate, including any adjustments, shall be added the applicable proportionate part of any taxes or governmental impositions which are or may in the future be assessed on the basis of gross revenues of the Company and/or the price or revenue from the electric energy or service sold and/or the volume of energy generated or purchased for sale and/or sold hereunder.

RULES AND REGULATIONS

The standard Rules and Regulations of the Company as on file with the Arizona Corporation Commission shall apply where not inconsistent with this rate.

ADDITIONAL NOTES

Additional charges may be directly assigned to a customer based on the type of facilities (e.g., metering) dedicated to the customer or pursuant to the customer's contract, if applicable. Additional or alternate Direct Access charges may be assessed pursuant to any Direct Access fee schedule authorized.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: EGDCFCX
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 224-4
Superseding: Original

BUNDLED STANDARD OFFER SERVICE CONSISTS OF THE FOLLOWING UNBUNDLED COMPONENTS:

Basic Service Charge (per month):	<u>EGSGST</u>	<u>EGMGST</u>	<u>EGLGST</u>	<u>EILPST</u>
Meter Services	\$1.28	\$2.16	\$6.48	\$121.16
Meter Reading	\$4.96	\$7.48	\$22.43	\$184.75
Billing & Collection	\$5.62	\$9.55	\$28.64	\$537.20
Customer Delivery	\$8.14	\$80.81	\$242.45	\$656.89
Total	\$20.00	\$100.00	\$300.00	\$1,500.00

Energy Charge Components (per kWh)	<u>First 30 kWh/kW</u>	<u>Next 60 kWh/kW</u>	<u>Next 120 kWh/kW</u>	<u>Additional kWh/kW</u>
Local Delivery	\$0.08900	\$0.03900	\$0.03050	\$0.01025
Generation Capacity	\$0.05000	\$0.05000	\$0.02100	\$0.01000
Transmission	\$0.01100	\$0.01100	\$0.01100	\$0.01100

Power Supply Charges (per kWh):

Base Power Supply Summer (May-October) On-Peak	\$0.114886
Base Power Supply Summer (May- October) Off-Peak	\$0.033100
Base Power Supply Summer (May- October) Super Off-Peak	\$0.030600
Base Power Supply Winter (November-April) On-Peak	\$0.101047
Base Power Supply Winter (November -April) Off-Peak	\$0.031960
Base Power Supply Winter (November -April) Super Off-Peak	\$0.029190

PPFAC

In accordance with Rider 1

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: EGDOFCX
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

 Original Sheet No.: 703
 Superseding: Original

Rider-16

Submetered Electric Vehicle Charging for General Service Customers

AVAILABILITY

Available throughout the Company's entire electric service area where the facilities of the Company are of adequate capacity and electric vehicle charging facilities are submetered at the premise.

APPLICABILITY

To customers taking electric service on one of the Company's General Service time-of-use rate schedules. Service under this rate rider will commence when the appropriate submetering equipment has been installed.

Resale of energy for the use of electric vehicle charging is allowed under this rate rider.

CHARACTER OF SERVICE

Must meet all service requirements for the Customer's otherwise applicable rate schedule.

RATE

Customers taking service on this rate rider must take service on one of the Company's current General Service time-of-use rate schedules. Rates for electric service shall be subject to the terms and charges contained in the Customer's applicable time-of-use rate schedule except for the discounts described herein.

Customers taking service on this rate rider shall receive the following discounts to the effective Off-Peak Base Power Charges for submetered electric vehicle charging during Super Off-Peak time-of-use periods.

Base Power Charge Discount (\$/kWh)	Summer (May-October)	Winter (November-April)
Small General Service	\$0.00750	\$0.00750
Medium General Service	\$0.00250	\$0.00250
Large General Service	\$0.00500	\$0.00500

The Super Off-Peak time-of-use periods are defined as 10:00 PM to 4:00 AM Monday through Sunday.

METERING

In accordance with the Company's specifications, prior to taking service under this rate rider, Customer will be responsible for installing equipment necessary to install a Company submeter to measure, credit, and bill energy used by electric vehicle charging facilities.

UNSE STATEMENT OF CHARGES

For all additional charges and assessments approved by the ACC see the TEP Statement of Charges which is available on TEP's website at www.uesaz.com.

Filed By: Dallas J. Dukes
 Title: Vice President, Energy Programs and Pricing
 District: Entire Electric Service Area

Rate: R-16
 Effective: Pending
 Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 703-1
Superseding: Original

TAX CLAUSE

To the charges computed under this rider, including any adjustments, shall be added the applicable proportionate part of any taxes or governmental impositions which are or may in the future be assessed on the basis of gross revenues of the Company and/or the price or revenue from the electric energy or service sold and/or the volume of energy generated or purchased for sale and/or sold hereunder.

RULES AND REGULATIONS

This standard Rules and Regulations of the Company as on file with the ACC shall apply where not inconsistent with this rider.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: R-16
Effective: Pending
Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 703
 Superseding: Original

Rider-17 Stand-Alone Electric Vehicle Charging for Small General Service

AVAILABILITY

Available throughout the Company's entire electric service area where the facilities of the Company are of adequate capacity and are adjacent to the premises.

APPLICABILITY

This optional rate schedule is available to General Service customers where electricity is primarily consumed by electric vehicle charging stations that are separately metered from other facilities unless those facilities are incidental to the charging load (e.g. irrigation system timer or high efficiency area lighting).

Other buildings that are on the same lot as the vehicle charging facilities (such as convenience stores or fleet maintenance facilities) will be separately metered and classified as non-residential under the appropriate general service rate.

Service under this rate will commence when the appropriate meter has been installed by UNSE.

Not applicable to breakdown, temporary, standby, auxiliary service, or service to electrical equipment that causes excessive voltage fluctuations.

Resale of energy for the use of electric vehicle charging is allowed under this rate rider.

CHARACTER OF SERVICE

The service shall be single or three-phase, 60 Hertz, and at one standard nominal voltage as mutually agreed and subject to availability at point of delivery.

RATE FOR ELECTRIC SERVICE

Customers taking service on this rate rider may take service on the Company's current Small General Service Time-of-Use rate schedule. For purposes of this rate rider, in the event a customer exceeds 50,000 kWh in two consecutive months or a customer has taken service on this rate rider for a period of seven (7) years, whichever comes first, the customer will be required to take service on the Company's Stand-Alone Electric Vehicle Charging (DCFCX) rate schedule or any of the Company's applicable Medium or Large General Service rate schedules.

This rate rider will be available until June 30, 2031. After June 30, 2031, all customers taking service on this rate rider will be required to take service on the Company's Stand-Alone Electric Vehicle Charging (DCFCX) rate schedule or any of the Company's applicable Medium or Large General Service Time-of-Use rate schedules.

UNS ELECTRIC STATEMENT OF CHARGES

For all additional charges and assessments approved by the ACC see the UNS Electric Statement of Charges which is available on UNS Electric's website at www.uesaz.com.

Filed By: Dallas J. Dukes
 Title: Vice President, Energy Programs and Pricing
 District: Entire Electric Service Area

Rate: R-17
 Effective: Pending
 Decision No.: XXXXX



UNS Electric, Inc.

Original Sheet No.: 703-1
Superseding: Original

TAX CLAUSE

To the charges computed under this rider, including any adjustments, shall be added the applicable proportionate part of any taxes or governmental impositions which are or may in the future be assessed on the basis of gross revenues of the Company and/or the price or revenue from the electric energy or service sold and/or the volume of energy generated or purchased for sale and/or sold hereunder.

RULES AND REGULATIONS

This standard Rules and Regulations of the Company as on file with the ACC shall apply where not inconsistent with this rider.

Filed By: Dallas J. Dukes
Title: Vice President, Energy Programs and Pricing
District: Entire Electric Service Area

Rate: R-17
Effective: Pending
Decision No.: XXXXX